

Dse 5310 Manual



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Book Descriptions:

Dse 5310 Manual

If you continue without changing your setting, we'll assume that you have accepted the use of cookies on our website. However, you can change your cookie settings at any time. Click continue to hide this message. Many electrical items To remind you that oldAs a responsible supplier, This is achieved by supporting through membership of the To find out more information on WEEE recycling and to. Click continue to hide this message. The module also provides advanced engine monitoring and protection features. The module displays fault conditions on the LCD display and via the LED indicators on the front. BS EN 6100064 EMC Generic Emission Standard for the Industrial Environment. ELECTRICAL SAFETY BS EN 60950 Safety of Information Technology Equipment, including Electrical Business Equipment. SHOCK BS EN 60068227 Three shocks in each of three major axes 15 gn in 11 ms. Many electrical items To remind you that oldAs a responsible supplier, This is achieved by supporting through membership of the To find out more information on WEEE recycling and to. Click continue to hide this message. Release Date For use with the DSE5xx, DSE5xxx and DSE75xx Control Modules Examples are included, along with details of the types of damage that may occur to the DSE module if the system is insufficiently earthed. Many electrical items To remind you that oldAs a responsible supplier, This is achieved by supporting through membership of the To find out more information on WEEE recycling and to. The module displays fault conditions on the LCD display and via the LED indicators on the front. The DSE5320 is an Automatic Mains utility Failure Control Module and includes all the features of the DSE5310 plus the ability to monitor a mains utility supply. Upon detection of a mains utility failure the module automatically starts the generating set. Once the mains utility power has been restored the module instructs the generating set to stop. The DSE5320 also includes a TEST button. http://www.rt-servis.ru/files/file/cvp_96_service_manual.xml

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An additional push button allows the user to scroll through the LCD display. CONFIGURATION The modules can be configured using the front panel buttons or the DSE810 interface and PC software. Building Management The module has been designed to be integrated into new and existing building management systems. PC Software The module has the. Prices are indicative only and may vary by country, with changes to the cost of raw materials and exchange rates. Discover everything Scribd has to offer, including books and audiobooks from major publishers. Report this Document Download Now Save Save 5310 Manual For Later 100% 1 100% found this document useful 1 vote 1K views 66 pages 5310 Manual Uploaded by Carlos Raul Matus Description Full description Save Save 5310 Manual For Later 100% 100% found this document useful, Mark this document as useful 0% 0% found this document not useful, Mark this document as not useful Embed Share Print Download Now Jump to Page You are on page 1 of 66 Search inside document Browse Books Site Directory Site Language English Change Language English Change Language. The device usually has a key and button to start the generator. If your mains power fails and you need to use generator power, you have to turn the key, to start the generator manually. The module has the ability to monitor under speed, over speed, charge failure, emergency stop, low oil pressure, high engine temperature, fail to start, fail to stop and loss of the speed sensing signal. The Generator Controller displays fault conditions on the LCD display and via the LED indicators on the front. The Generator Controller incorporates a number of advanced features to meet the most demanding onsite

applications. The DSE7210 is an Automatic Start Generator Control Module and has been designed to start and stop diesel and gas generating sets that include electronic and nonelectronic engines. <https://www.duniyaonline.com/uploads/cvp10pc-manual.xml>

The Generator Controller is simple to operate and features a user-friendly menu layout for improved clarity. Enhanced features include a real time clock for improved event and performance monitoring, the ability to display any language on screen and a 132 x 64 pixel LCD display. The module incorporates a number of advanced features to meet the most demanding onsite applications. The DSE7310 is an Automatic Start Control Module designed to start and stop diesel and gas generating sets that include electronic and nonelectronic engines. The module includes USB, RS232 and RS485 ports as well as dedicated DSENet. The modules are simple to operate and feature a simple menu layout for improved clarity. Enhanced features include a real time clock for enhanced event and performance monitoring, Ethernet communications for low cost monitoring, dual mutual standby to reduce engine wear and tear, and preventative maintenance features to detect engine part faults prior to a major problem occurring. It also has the capability to monitor battery charging by utilising the WL terminal on the charge alternator. When the Generator Control detects a fault condition it automatically shuts down the engine. The input allows the module to be started from a predefined remote location. The module has been designed to monitor low oil pressure, high engine temperature, over speed and a user defined auxiliary input. It also has the capability to monitor battery charging by utilising the WL terminal on the charge alternator. When the module detects a fault condition it will automatically shut down the engine. The input allows the module to be started from a predefined remote location. Daan Mogot Km.21 Blok G1 No 10 Batu Ceper .Designed and developed by Djawa web. JSFiddle or its authors are not responsible or liable for any loss or damage of any kind during the usage of provided code. It can be even more robust against noise if twisted \n pair wire is used.

Although initially created for automotive purposes, nowadays it is used in many embedded control applications e.g., \n generator sets that may be subject to noise. \n \n \n \n 2.2 SAE J1939 \n \n SAE J1939 is the Vehicle Network Communication standard using CAN for communication and diagnostics by the heavy duty truck industry. \n As generator engines are usually based upon truck engines, this standard has also been adopted by the majority of but not all Generator \n Engine Manufacturers. \n For instance MTU engines use CAN but have not adopted J1939. The termination resistor is \n fitted internally into the DSE CAN interface controller so is not required externally. Additionally, it is not possible to use \n the engine manufacturers configuration tools. Please contact the engine manufacturer for \n \n further assistance. \n \n \n \n The above displays show a standard J1939 based system. This termination \n \n resistor is fitted internally into the DSE CAN interface so is not required externally. This is used as a backup stop system should the ECU Data link fail. Refer \n to the relevant operator and PC software configuration manual for further details on enabling and utilising this function. \n \n \n \n 4.6.3 DSE7XXX AND DSE8XXX SERIES \n \n The DSE7XXX and DSE8XXX controllers have a configurable speed parameter that can be adjusted when the engine is running. See specific connection lists elsewhere in this manual for further \n details. \n \n \n \n Caterpillar and DSE Controllers \n \n 15 \n \n \n \n 5 CATERPILLAR \n \n Engines in the Caterpillar range are split into subgroups depending upon the type of engine governing are employed. These different systems \n are fully compatible with the DSE Controllers when configured correctly and can allow engine control and diagnostics via the J1939 link. \n \n \n NOTE Caterpillar engines use the ADEM3 and ADEM4 ECUs which are also found on the Perkins range of engines. Check the current consumption and \n \n specify relay accordingly.

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\n \n Start Relay \n Output \n \n \n \n Connect directly to engine starter solenoid. \n \n CAUTION! An external slave relay may be needed. This comprises of the DSE31xx, \n DSE44xx, DSE6xxx, DSE71xx,

DSE72xx, DSE73xx and DSE8xxx series of controllers. \n \n \n NOTE The GCS uses a MODBUS RS485 protocol and consequently a DSE controller with MODBUS engine control must be used with either of \n \n these controllers DSE73XX, DSE75XX and DSE8XXX. \n \n \n \n \n \n Using the Cummins QSK engine select the \n Cummins QSK CAN File. Selecting the \n \n incorrect CAN file will result in \n instrumentation not being display \n \n \n \n \n Using the Cummins QST engine select the \n Cummins QST CAN File. Selecting the \n \n incorrect CAN file will result in \n instrumentation not being display \n \n \n \n \n Using the Cummins QSX engine select the \n Cummins QSX CAN File. Selecting the \n \n incorrect CAN file will result in \n instrumentation not being display \n \n \n \n \n \n \n The Cummins GCM ECU uses MODBUS \n communication over RS485 rather than \n J1939 over CAN. Hunmanby. North Yorkshire Designs and Patents Act 1988. Applications for the copyright holder's written permission to reproduce any part of this publication should be addressed to Deep Sea. Electronics Plc at the address above. Care should be taken not to mistake the upper case letter I with the numeral 1. The CAN was specifically designed to be robust in noisy environments. It can be even more robust against noise if twisted As generator engines are usually based upon truck engines, this standard has also been adopted by the majority of but not all Generator. Engine Manufacturers. For instance MTU engines use CAN but have not adopted J1939. However DSE controllers are also compatible with and officially certified for This connection standard is used by Cummins on some engine ranges rather than the CAN standard adopted by other genset manufacturers.

However DSE 5300 Series controllers are also compatible with the Cummins RS485 enabled engines. The number of twists in the cable per meter make up part of the The greater the number of The loop area between the wires which determines the magnetic The directions of current generated by a uniform coupled Shielded Twisted Pair is particularly suitable as the screening and shield offer even more protection. The termination resistor is All DSE electronic engine enabled controllers will read In addition to this, DSE44xx, DSE5xxx, DSE6xxx, DSE7xxx ECU instrumentation" when it is supported by the engine NOTE 3110 controllers do not support SCADA monitoring by PC software. The unsupported displays will appear blank on the The ECU may need to be powered up to perform this operation and as the ECU is normally only powered when the engine is running, it must Additionally, it is not possible to use As the ECU is unpowered when the engine is not running, it must be turned on manually as As the controller is in STOP mode, the engine will not be started. This indicates the type of failure i.e. High. These are detailed in the following sections. Electronic Engines and DSE Controllers 11 The DSE controller takes no action other than to generate a warning alarm and to indicate the alarm via the The display will alternate between the If this is the case, the display will show the generic Please contact the engine manufacturer for Other manufacturers systems supported by the module work in a similar way though the In this case, the only method of shutdown is via the ECU STOP output. DSE Module Connection 12 The following table details the differences between the different ranges. This termination DSE31xx auxiliary outputs are rated at 2A DC. DSE44xx auxiliary outputs are rated at 2A DC. DSE5xxx auxiliary outputs are rated at 5A DC. DSE6xxx auxiliary outputs are rated at 2A DC. DSE7xxx auxiliary outputs are rated at 2A DC. DSE7xxx auxiliary outputs are rated at 2A DC.

These are labelled CAN Some engine ECUs are permanently powered in which case the ECU Power output is used to give input to a Run or similarly named input This is used as a backup stop system should the ECU Data link fail. In this As a backup, the STOP signal is given to the Contact Deep. Sea Electronics Technical Support Department for further details and to confirm the list of engines that support this feature. Refer to the These different systems Please refer to the section These different systems We have collated the following data for the electronically governed engines. Output CAUTION! An external slave relay may be needed. Check the current consumption does Output CAUTION! An external slave relay may be needed. Check the current consumption does Connect at

Cummins ECU end only. CANbus applications. CANbus applications. This comprises of the DSE31xx, DSE44xx, DSE6xxx, DSE71xx, DSE72xx, DSE73xx and DSE8xxx series of controllers. Controllers and will need fine tuning during the DSE. Four Steps to Successful Synchronisation This comprises the DSE5xxx and. DSE75xx series of controllers. Commissioning steps Output CAUTION! An external slave relay may be needed. DSE44xx, DSE6xxx, DSE71xx, DSE72xx, DSE73xx and DSE8xxx series of controllers. SW1 setting of 5.0 and an SW2 setting of 4.0. This setting is only applicable with DSE Load. Share Controllers and will need fine tuning during Synchronisation Commissioning steps. This comprises the DSE5xxx and. DSE75xx series of controllers. Commissioning steps Please contact the engine supplier for more information. Cummins and DSE Controllers 22 This comprises of the DSE31xx, DSE44xx, DSE6xxx, DSE71xx, DSE72xx, DSE73xx and DSE8xxx series of controllers. Commissioning steps. This comprises the DSE5xxx and. DSE75xx series of controllers. Commissioning steps Output Check the current consumption and Output CAUTION! An external slave relay may be needed. Check the current consumption does CANbus applications. CANbus applications.

Contact Cummins for further This comprises of the DSE31xx, DSE44xx, DSE6xxx, DSE71xx, DSE72xx, DSE73xx and DSE8xxx series of controllers. Selecting the Selecting the Selecting the J1939 over CAN. The user can select if they This comprises the DSE5xxx and. DSE75xx series of controllers. Output Check the current consumption does Output CAUTION! An external slave relay may be needed. Check the current consumption does Output 1 Check the current consumption and Connect at one end only. CANbus applications. CANbus applications. Our free 2year warranty makes every Radwell purchase a dependable, reliable investment in your companys future. Please call or email us your request.All product names, trademarks, brands and logos used on this site are the property of their respective owners. The depiction, description or sale of products featuring these names, trademarks, brands and logos is for identification purposes only and is not intended to indicate any affiliation with or authorisation by any rights holder. Please call or email us your request.All product names, trademarks, brands and logos used on this site are the property of their respective owners. The depiction, description or sale of products featuring these names, trademarks, brands and logos is for identification purposes only and is not intended to indicate any affiliation with or authorisation by any rights holder. This denotes that the product was inspected to ensure quality and authenticity; Because Radwell is not an authorized distributor of RISCN1 products, the Original Manufacturers warranty may not apply. This denotes that the product was inspected to ensure quality and authenticity, or it indicates that the previous owner opened the seal. In either event, the unit will go through Radwells Quality Assurance review; Some eligible products may ship within 24 hours. Because Radwell is not an authorized distributor of RQANS1 products, the Original Manufacturers warranty may not apply.

The unit will go through Radwells Quality Assurance review; Some eligible products may ship within 24 hours; Because Radwell is not an authorized distributor of RQANS2 products, the Original Manufacturers warranty may not apply. Because Radwell is not an authorized distributor of RQAUS1 products, the Original Manufacturers warranty may not apply. Radwell also makes no representations as to your ability or right to download or otherwise obtain firmware for the product from Rockwell, its distributors, or any other source. Radwell also makes no representations as to your right to install any such firmware on the product. Radwell will not obtain or supply firmware on your behalf. It is your obligation to comply with the terms of any EndUser License Agreement or similar document related to obtaining or installing firmware. Order must be processed before 3pm GMT. Excluding weekends and national holidays.Order must be processed before 3pm GMT. Excluding weekends and national holidays.Our free 2 year warranty makes every Radwell purchase a dependable, reliable investment in your companys future. A valid written repair rate from a valid competitor must be provided to confirm the price.PLCCenter is a Division of Radwell International UK Ltd. Radwell International UK Ltd.This website is not sanctioned or approved by any

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La serie DSE8600 es proyectada para ofrecer niveles diversos de funcionalidad dentro de una plataforma comun. Esto permite al OEM mas flexibilidad en las escojas del controlador para uso en aplicaciones especificas. El modulo de la serie DSE8600 es proyectado para permitir que el operador pueda partir y parar el generador y, si necesario, transferir la carga al generador sea manualmente via botones de operacion acoplados o automaticamente. Las características de Sincronizacion y de Distribucion de Carga estan incluidas en el controlador, juntamente con las protecciones necesarias para tal sistema. El usuario tambien tiene la facilidad de ver los parametros de operacion del sistema via la pantalla de LCD. El modulo de la serie DSE8600 monitorea el motor, indicando el status operacional y las condiciones de las fallas, apagando automaticamente el motor e informando la primera condicion de falla detectada por el modulo en un evento de falla del motor a traves de una alarma audible comun. La pantalla LCD indica la falla. El poderoso microprocesador ARM dentro del modulo permite la incorporacion de una serie de complexas herramientas Pantalla de texto LCD suportando multiples lenguas. Monitoreo de Tension, Corriente y Potencia RMS verdadero. Monitoreo de parametros del motor. Entradas totalmente configurables para uso como alarmas y otras diferentes funciones. Interface directa con el modulo ECU existente en los motores electronicos. Conexion directa a los reguladores de velocidad y de tension para division de carga y sincronizacion. Proteccion de R.O.C.O.F. y Salto de Vector para detectar fallas de red cuando en paralelo con los generadores. Utilizando un PC y un software de configuracion posible alterar determinadas secuencias operacionales, temporizadores y alarmas. Ademias, el editor de configuracion integrado al modulo permite el ajuste de un subconjunto de parametros.

Una robusta caja de plástico proyectada para montaje en la parte frontal del panel guarda el módulo. Una vez seleccionada, la página será mantenida en la pantalla LCD hasta que el usuario seleccione una página diferente o después de un largo tiempo de inactividad. En el segundo caso, el módulo volverá para la pantalla de Status. Si ningún botón es pulsado cuando entrar en la página de instrumentación, los instrumentos serán mostrados automáticamente de acuerdo con la configuración del atraso de desplazamiento Scroll Delay. Otra alternativa es navegar manualmente a través de todos los instrumentos en la página actual seleccionada. Para esto, pulse el botón o. El navegador automático es deshabilitado. Para rehabilitar la navegación automática, pulse los botones la página de instrumentación Motor, por ejemplo. Si una alarma es activada mientras que se estuviere en la pantalla de Status, esta irá mostrar la pantalla de Alarmas para llamar la atención del operador que una condición de alarma está activa. Orden de Páginas Status, Motor, Generador, Red, Alarmas, Registro de Eventos. Alarma Advertencia de la ECU Tipo de alarma reportada por la ECU Advertencia Tipo de alarma disparada en el Módulo DSE como Advertencia o Desligamiento Pulse para acezar el listado de los DTCs Códigos de Diagnóstico de Problemas actuales activos. DTCs del Motor Nivel de Agua Bajo Xxx,xxx,xxx El código interpretado por el módulo es muestreado en la pantalla como texto. Además, el código de los fabricantes es muestreado. NOTA Para detalle sobre el significado de estos códigos, verifique las instrucciones ECU suministradas por el fabricante del motor, o contacte el fabricante del motor para asistencia. El área de registro de eventos fue aumentada en las versiones actuales del módulo y está siempre sujeta a alteraciones. Cuando este manual fue escrito, los módulos de la serie 8600 tenían capacidad de almacenar los últimos 250 eventos.

En las configuraciones patrón de fábrica, el registro de eventos incluye las alarmas de desligamiento y protección eléctrica el registro de eventos no contiene alarmas de advertencia, sin embargo, los eventos almacenados pueden ser configurables tras el Software Configuration Suite DSE. Ejemplo que muestra la configuración posible del registro de eventos DSE8600 DSE Configuration Suite Software. También muestra las configuraciones de fábrica del módulo solo registra alarmas de desligamiento y status de la red. Cuando el registro está lleno, cualquier alarma de desligamiento subsecuente irá substituir la entrada más antigua del registro. Así, el registro irá contener siempre las alarmas de desligamiento más recientes. El módulo registra la alarma junto con la fecha y el horario del evento o las horas de funcionamiento del motor, si así estuviere configurado. El módulo puede estar configurado y conectado para enviar textos vía SMS. Para ver el registro de eventos, pulse repetidamente el botón de próxima página LCD muestre el registro de eventos. Event log 1 Oil Pressure Low Shutdown 12 Sep 2007, 082546 Pulse para abajo hasta que la pantalla Este es el evento 1 para ver la próxima alarma de desligamiento más reciente. Al continuar pulsando para abajo verá todas las alarmas pasadas, después de las cuales la pantalla muestreará las alarmas más recientes y el ciclo empieza nuevamente. Recuerdese que si usted adquirió un grupo generador completo o un panel de control de su suministrador, la configuración de módulo irá probablemente haber sido cambiada por ellos para adecuarse a necesidades particulares. Siempre verifique su fuente de configuración para ver las secuencias exactas y los temporizadores observados para cualquier módulo en el campo.

4.1 CONFIGURACIONES ALTERNATIVAS

Dependiendo de la configuración de su sistema por el suministrador del generador, el sistema puede tener configuraciones seleccionables por ejemplo, seleccionar entre funcionamiento en 50Hz y 60Hz.

Si la carga es baja, banco de carga pueden ser introducidas para asegurar que el motor no esté con poca carga. Por otro lado, con la carga creciendo al máximo del generador, las cargas no esenciales pueden ser divididas para prevenir la sobrecarga del generador.

4.2.1 CONTROL DE BANCO DE CARGA

La función de control de banco de carga si accionado permite un máximo de cinco pasos de carga adicional. Cuando el primer generador entra en operación, todas las salidas de Control de Banco de Carga son desenergizadas. Cuando el generador es puesto en carga, el cargamento del generador es monitoreado por el esquema de Control de Banco de Carga. Si el cargamento del

generador quedarse abajo del ajuste de Trip del Control de Banco de Carga kW, el retraso de control es mostrado en la pantalla del modulo. Si el cargamento del generador si mantiene en niveles bajos por la duracion del temporizador, la primera salida de Control de Banco Carga es accionada Esta salida debera ser utilizada para accionar un banco de carga estatica. El cargamento del generador es ahora aumentado con el primero bloco de carga. Una vez mas, el cargamento del generador es monitoreado. Esto continua hasta que todos los comandos de Control de Banco de Carga configurados sean accionados. En caso el cargamento del generador crecer alla del nivel de Retorno, el retraso de Retorno de Banco de Carga inicia. Esto continua hasta que los comandos de Control de Banco de Carga han sido desactivados. Cuando el generador este listo para recibir carga, el numero de comando de descarte de cargas en la partida ira accionar. Esta funcion configurable permite por ejemplo que ciertas cargas sean removidas del generador antes que la llave de carga del grupo sea cerrada. Esto puede ser usado para asegurar el cargamento inicial del grupo sea mantenido a un minimo, debajo de la especificacion de Aceptacion de Carga del grupo generador. El generador es, entonces, puesto en carga.

El esquema de control de descarte de cargas empieza. Cuando la carga alcanza el nivel de Trip de Descarte de Carga, el temporizador del Trip Delay empezara. Si el cargamento del generador este aun alto cuando el tiempo acabar, el primero comando de control de descarte de cargas sera activado. Si, a cualquier momento, la carga caer abajo del nivel de Retorno de Descarte de Carga, el Tiempo de Retorno ira empezar. Este proceso continuara hasta que todos los comandos han sido desactivados. Cuando el grupo inicia una secuencia de parada por cualquier razon, los comandos de control de descarte de cargas iran desactivar el mismo tiempo en que el generador salir de carga. En el modo de Parada, el modulo ira remover inmediatamente la carga del generador si necesario antes de parar el motor si ya este en funcionamiento. No hay marcha de enfriamiento para esta operacion. Donde una marcha de enfriamiento es necesaria, cambie la llave para modo MANUAL y abra el disyuntor manualmente. Permita que el grupo enfrie la carga antes de pulsar el boton DE PARADA para parar el motor. Si el motor no parar cuando pedido, la alarma FAIL TO DE PARADA ira activarse sujeta al ajuste del temporizador Fail to De PARADA. Para detectar si el motor esta parado, los siguientes deben ocurrir. Velocidad del motor es cero de acuerdo con el Magnetic Pickup o el CANbus ECU dependiendo de la version del modulo. Frecuencia del generador debe ser cero. La llave de presion del aceite debe estar cerrada para indicar baja presion de aceite solo en version MPU. Cuando el motor esta parado, es posible enviar archivos de configuracion para el modulo desde el software del DSE Configuration Suite y entrar en el Editor del Panel Frontal para cambiar los parametros. Cualquier alarma trabada que haya sido despejada sera resetada cuando entrar el modo DE PARADA. El motor no prendera en modo DE PARADA. Si es dada alguna senal remota de partida, el comando es ignorado hasta que el modo AUTO sea activado.

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